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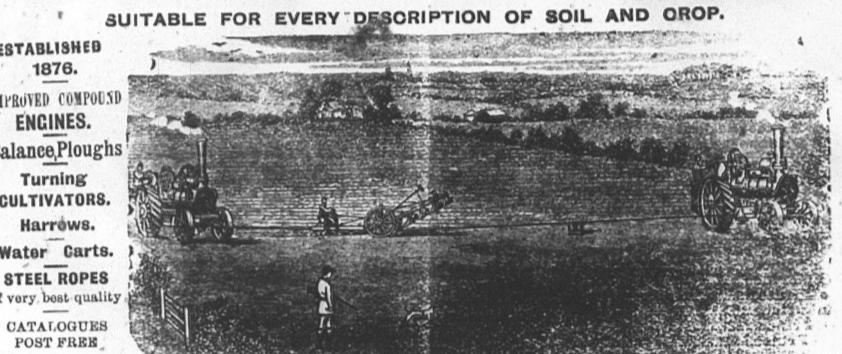
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DAILY WEATHER REPORT

ALEXANDRIA

Kom-el-Nadour Observatory.

Direction of wind	E.
Force of Anemometer	.....	10
State of Sea	.....	Calm
Baronet corrected	.....	763.3
Evaporation	.....	3.5
State of Clouds	.....	I clouded
Max. Temp. in the shade	.....	34.6
Min. do. do.	.....	17.3
24 hours ending 8 a.m.	.....	88
Heat of the sun	.....	40
Rainfall in inches	.....	-
Moon rises 3:55 a.m.	.....	REMARKS.
" sets 4 p.m.	.....	The weather continues to be cool and pleasant. The early morning opens somewhat cloudy with a light E. breeze and a steady barometer.

OTHER STATIONS.

OBSERVATIONS BY SURVEY DEPARTMENT.

For the 24 hours ending 8 a.m. yesterday.

Stations.	Max. temp. in the shade	Min. temp. in the shade	Stations.	Max. temp. in the shade	Min. temp. in the shade
Port Said.....	28	16	Merowe.....	32	13
Sues.....	28	14	Atbara.....	32	19
Helouan.....	25	14	Suakin.....	29	22
Ghishesh.....	25	12	Khartoum.....	34	22
Aasout.....	27	19	Kasala.....	35	17
Asuan.....	39	15	Wadi Medani.....	35	19
Wady Halfa.....	31	18	Duelma.....	34	23

Stations.	Baron.	Wind	Temp. State of Sea
Trieste.....	770.3	Light	Very slight
Malta.....	768.3	Almost calm	Very slight
Brindisi.....	768.8	Moder.	Rather rough
Athens.....	76.9	Fresh	Very slight
Limassol.....	761.6	Calm	Very slight

PHASES OF THE MOON.	THE SUN.
Nov. 1 Full Moon 6.48 a.m.	6.9 5.9
.. 9 Last Quarter 11.45 a.m.	6.16 5.3
.. 18 New Moon 10.37 a.m.	6.31 4.59
.. 23 First Quarter 3.39 a.m.	6.26 4.56

The Egyptian Gazette

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The Egyptian Gazette

THE ENGLISH DAILY NEWSPAPER.

ESTABLISHED 1880.

Editor and Manager — R. SNELLING.

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WEDNESDAY, NOVEMBER 14, 1906.

ENGLAND AND ALIENS.

It seems likely that the whole difficult question of the moral right of England to shelter political criminals is about to be raised anew. Last week the Manchester police arrested a young Russian, on a warrant charging him with having caused the murder of several policemen and others in Russia, by means of bombs. The warrant, it appears, was one of those known as a provisional extradition warrant, which was issued in the ordinary way, at the request of the Russian authorities.

The bomb, remarks the "Daily Telegraph," has become the normal weapon of the Russian revolutionary, who sees no reason to be ashamed of owning to it, and, indeed, openly glorifies in its efficacy. During the last eighteen months it has produced a terrible catalogue of violent deaths. Hardly a day passes even now without news of some fresh bomb outrage, which rarely fails to secure a victim. What, then, is to be the attitude of the British Government to the perpetrators of these crimes who succeed in gaining safe shelter on our shores? Are they to be classed as political offenders or as murderers? If a political agitation is conducted on lines which are indistinguishable from sheer Anarchy and Nihilism, are those who conduct it to be given the benefit of the doubt? Are the British authorities to refuse to grant their extradition? In the old days there was, so to speak, a recognised way of playing the revolutionary game. Those who entered into a plot to overthrow the existing dynasty or Government planned a rising, imported arms and men, and if the plot did not miscarry—as it usually did—the issue was fought out in a regular way, with the scaffold as the sure penalty of failure for the leaders and the hangman's rope for a goodly proportion of the rank and file. The crime might be described officially as heinous and damnable treason, but a man's honour as a gentleman was not impugned by his being a revolutionary. The clearest line was drawn between a plot of this sort and a Guy Fawkes conspiracy, which involved murder on a vast scale, or schemes of simple assassination. These—unless where religious bigotry blurred men's moral sense—excited horror and disgust, and the assassin who failed found few to sympathise with him in the barbarous tortures to which he was subjected. But nowadays the formal revolution is a thing almost impossible, save in South American Republics, and quite impossible in any big country unless a section of the army throws in its lot with the insurgents. In other words, a revolution of the type successfully fostered by Mazzini and Garibaldi is not to be thought of in Russia, and the would-be revolutionary is driven back upon the methods of the assassin.

How is any distinction, continues our contemporary, to be made between two types of men whose actions are practically indistinguishable from one another? The question is rendered the more difficult, because it is notorious that the term revolutionary in Russia covers a host of reckless scoundrels who fling their bombs, not with the purpose of slaying some definite person who has distinguished himself by his tyranny or brutality, but simply with the idea of creating a terror. They are careless whom they strike down; if innocent people fall, that is their misfortune, but the revolution must go on. Are men of this type to be admitted into England, or, if admitted, is their extradition to be refused if asked for by the Russian authorities? Is a man to be classed as a political refugee if he has flung a random bomb into a chance group of police or hurled it through the windows of some crowded café? Would the villain who so nearly assassinated King Alfonso and his bride have been harboured in England as a political refugee, or the man who wrecked the Russian Premier's villa and slew thirty in the attempt, or the actual murderers of M. de Plehve and the Grand Duke Sergius? In what respect were these crimes less anarchistic than the assassination of Presidents Carnot and McKinley? To admit one assassin of this type is to admit all, and we do not believe that is the reasoned wish of

LOCAL AND GENERAL.

LEILET-EL-KADR.

KHEDIVE ATTENIS CEREMONY.

The celebration of the Leilet el Kadr took place yesterday evening at 7.30 at Abon el Abbas Mo qe, under the presidency of the Khedive. The ceremony was attended by Ghazi Mukhtar Pasha, Mustapha Pasha Ibady, Governor of Alexandria, a number of the Ma'ah officials, and hundreds of u'ma and notable natives.

Sheikh Mohamed Shaker, President of the U'ma Board of Alexandria and acting Chancellor of Al Azhar, came down from Cairo to Alexandria yesterday to attend the ceremony, and will return to Cairo after Beyram.

The "story" of Leilet el-Kadr was read by Sheikh Mohamed Rashid, Imam to his Highness.

The Khedive returned from the Mosque direct to Montazah at 8.30, proceeding by carriage to Sidi Gaber, whence he took his special train to the palace.

On this night a copy of the original of the Koran (the Preserved Table) is believed to have been sent down to the lowest heaven, whence it was revealed to the Prophet from time to time in fragments, as occasion required, by the archangel Gabriel, the first revelation having been received by Mohamed on this night. Tradition states that the night was that of the 21st, 23d, 25th, 27th, or 29th. But it is generally, and always in Egypt, observed on the 27th, the other nights being solemnly kept with prayer by all devout persons. See surah xvii of the Koran:—"Verily we have caused the Koran to descend on the Leilet el-Kadr. Who shall teach thee what the Leilet el-Kadr is? The Leilet el-Kadr is better than a thousand months. Therein do the angels descend, and the Spirit (Gabriel), by permission of their Lord, (with decrees) respecting every matter. It is peace till the opening of the dawn." The gates of Heaven are open, and all prayers of the truly devout are favourably received.

KHEDIVIAL RECEPTION.

The following is the order of the Khedivial reception to be held at Ras el Tin Palace on the first day of Beyram (Shawal 1, 1324 M.S.) which falls on Saturday next:

8.30 a.m. The Ulema, the Premier and Ministers, the Advisers.

9 a.m. Under Secretaries of State, heads of Administrations, and Princes of the Khedivial Family.

9.30 a.m. Magistrates of the Mixed Tribunals, magistrates of the Native Tribunals, native and military officers of the rank of Bubashieh and upwards; civil officials.

10 a.m. Military and civil non-officials of the rank of Lewa and upwards; naval and military officers *en disponibilité*, or retired, with the rank of mirasi or kaimakam, non-official civil Beys of the rank of montemais or sanieh; members of the Municipal Commission.

10.30 a.m. Diplomatic and Consular Bodies.

10.45 a.m. Field officers of the Army of Occupation; the Clergy.

11. Native notables and merchants, European notables and merchants, military and civil households of the Khedive and the Khedivial Khasa.

The reception is reserved for residents of Alexandria only. Decorations must be worn, the military being in full-dress uniform, and uniform for natives and foreigners of official rank.

Civil officials must have the rank of at least sub director or the rank of sanieh (or military kaimakam).

Civilians not in the uniform of their rank may enter their names in the registry.

Her Highness the Khedivah will receive the same morning, between 9 and 11.30, the Princesses of the Khedivial Family and native ladies, and in the afternoon, between 3.30 and 4.30, European ladies.

DEATH OF GENERAL SHAFTER.

NEW YORK, November 13. General Shafter, of Cuban fame, is dead. (Peuter)

The late Major-General Rufus Shafter, who was a native of Kalamazoo County, in the State of Michigan, U.S.A., where he was born on October 16, 1835, entered the Army as First Lieutenant in the 7th Michigan Infantry, 1861, from which he was transferred as Major in 1862 to the 19th Michigan Infantry, being made a Lieutenant-Colonel in the same regiment in 1863. In 1864 he was promoted colonel of the 17th U.S. Coloured Infantry, receiving the brevet of Brigadier-General of Volunteers in 1865, for gallant and meritorious services during the war, as also, in 1867, that of Colonel in the U.S. Army for his bravery at the Battle of Fair Oaks, Virginia, May 31, 1862, while serving as First Lieutenant, Company 1, 7th Michigan Infantry. In this action he took an active part, in command of pioneer, and though wounded remained all through the fighting. His subsequent promotions were as follows: Lieutenant-Colonel 41st Infantry, 1866; Colonel 1st Infantry, 1879; Brigadier General, 1897; Major General U.S. Volunteers, 1898; Commander of 5th Army Corps and Land Forces in the sieges of Santiago, Cuba, 1898. He subsequently commanded the Departments of the

SUDAN RAILWAYS.

MACAULEY BEY'S SUCCESSOR.

Captain Midwinter, R.E., will, we hear, be nominated as successor to Colonel Macauley Bey as Director of the Sudan Government Railways.

Captain Midwinter has had considerable railway experience, especially in the construction of the Nile-Red Sea railway and the line to Dongola.

GOLD-MINING IN NUBIA.

We understand that a strong syndicate will shortly re-commence gold-mining operations in the Nubian desert. We hope to be able to give details of this important project in a few days' time.

IRRIGATION TRANSFORMATIONS.

The work of transforming the system of irrigation in Middle Egypt during this winter will be carried on under the direction of Ismail Pasha Sirry, and the scenes of the operations will be the basins of Rekkash, Moarkeb, and Yashma, situated between Wasta and Ayat.

The chain of basins running from Beni Soouf to Wasta on the two sides of the railway line between the Nile and the Ghizah Canal will be completed this winter, and will be served by the Ibrahimieh Canal, which runs to Ayat. Tenders for the work will be adjudged on the 15th of next month, and operations will be commenced in January.

VETERINARY SERVICE.

The following redistributions for circles of inspection by the Veterinary Service have been decided upon:—The first circle will be under the charge of Mr. Miller, whose district will include Galoubieh, Sharkeihi, and Suez, with headquarters at Cairo. Mr. Cooper will be in charge of the second circle, comprising Dakahlieh, Damietta, Gharbiyah, Behera, and Alexandria, with Tanta as headquarters. The provinces of Ghizah, Fayoum, and Beni-Suef, constituting the third circle, are committed to the charge of Mr. Trydall, whose headquarters will be Ghizah, and the fourth circle will be under the charge of Mr. Mason, whose district will include Minieh, Assiout, Ghirgeh, and Aswan. Mr. Mason's headquarters will be at Assiout.

THE HOTEL SEASON.

The Egyptian Hotels Ltd., have decided to inaugurate their season with a small dance at Shepheard's Hotel on Saturday evening, when the grill-room, considerably enlarged and artistically decorated, will be reopened. Throughout the season small dances will be given at Shepheard's Hotel on Mondays and the Ghezireh Palace on Thursdays, and on Saturday afternoons a military band will play on the terrace of the former hotel.

There are now about 200 visitors staying at Shepheard's Hotel, including Princess Indira of Baroda, Kapitan-leutenant and Frau von Hurtz, Mr. and Mrs. Stanley Gordon, Frau und Fraulein von Lautz, Prince and Princess Stirberg, Baron and Baroness von Kunowski, Kapitan A. von Weigelt, Mrs. E. J. Stephens, Baron von Stumm, Count and Countess de Villeneuve, Mr. de Guilmans, General du Hemel.

Among those who have reserved apartments and are due shortly are:—The Duke of Brunswick, Marquise de Branes, Baroness von Poser, Baron von Löwenstein, Sir Richard Temple Baron and Baroness de Gifflot, General Dainierfield, Sir Hugh and Lady Smiley.

The Ghezireh Palace Hotel will open about the 10th December.

THE NATIVE PRESS.

"Al Mokattam" says:—The opposition Press has never perfected its system of gross exaggeration with such thoroughness. . . . Opinions, telegrams, and what not were reported in a fashion that imposed belief on the public, and had not been in England at the time in direct contact with the political personages in question, we might well have been caught in the trap prepared by these papers with many other members of the public.

The most fantastic reports circulate in the columns of this Press. It has stated, for example, that Parliament disapproved of the policy and administration of Lord Cromer, that the English people was persuaded of the arbitrary conduct of its agents in Egypt and their desire to oppose all progress and education, that the Liberal party approved the articles published in certain journals by persons with an axe to grind against the English and their acts in Egypt; that the leaders of English policy had urged Lord Cromer to resign; and, in fact, that the British Agent would only return to pack his trunks, hand over his papers and his task to a successor, and depart shame-facedly to his country, etc., etc.

Everyone recognises now how fantastic all this "information" was. A second report has been published relating to "Lord" Robertson's visit to Egypt. We enquired on the spot into the authenticity of this story, and propose to publish our discoveries in the near future.

AMERICAN COTTON.

Messrs. Collings Brothers cable as follows:—Liverpool, Nov. 14.—"Killing frost reported Atlantic States—Market likely to advance. Will be ruled by next Ginners. Southern farmers holding."

PLAQUE AT BEYROUT.

QUARANTINE MEASURES.

Owing to the bill of health of the S.S. *Perseus*, which arrived here yesterday from Beyrouth bearing an annotation that a case of plague had occurred at Beyrouth on the 11th inst., the Quarantine Board has ordered a medical inspection of her passengers and crew, that the steamer be placed in quarantine, that the soiled linen of passengers be disinfected, and that the passengers give their addresses when they land.

Furthermore, in the event of more than one case of plague being notified at Beyrouth, quarantine restrictions will be applied against arrivals from that port in all Egyptian ports.

QUARANTINE IN TURKEY.

A telegram from Pera states that the quarantine against arrivals from Suez in Turkey without distinction has been reduced to 48 hours. Vessels transiting the Canal "en continu" will undergo medical inspection.

The period of observation of arrivals from Alexandria has been reduced to 24 hours, and the restrictions against Adalia have been suppressed.

In view of a suspicious case of plague at Beyrouth, arrivals therefrom in other ports will undergo inspection.

A medical inspection has also been imposed on arrivals from Trieste.

NOTES FROM SUEZ.

TRAFFIC IN CANAL BLOCKED.

(FROM OUR OWN CORRESPONDENT.)

Suez, Tuesday.

There is a serious stoppage of traffic in the Suez Canal, owing to a dredger having lost her chain and buckets near kilo. 133 station, thus blocking the Canal. All steamers at both ends have been moored since last night, and up to the time of writing (4 p.m.) the Canal has not yet been cleared.

DREDGING OPERATIONS.

Dredging operations for the purpose of cutting deep-water channels, one opposite the New port rock, and the other through the 4-fathom bar, are now about to begin in the Suez Bay. A powerful dredger belonging to Messrs. C. J. Wills and Co., is on the spot, arranging the preliminaries.

LATER.

The Canal is now clear, and the homeward bound steamers are under weigh.

BIG FIRE AT PORT SAID.

At Port Said, yesterday morning, at one o'clock, a fire broke out in a store owned by the firm of Dracatos, situated in El Daga-street. The store contained highly combustible material, such as naphtha and pitch, and this created a huge flame. An alarm was at once given, and the police fire brigade, under the orders of Saghoghassieh Moore were promptly on the scene, and after a two hours' struggle mastered the fire. The store was entirely gutted, but the loss is covered by insurance.

Amongst other spectators were the Governor General of the Suez Canal, Mohamed Mohab Bey, the Sub-Governor, Khalil Bey Riad, Miralai Th. Schalch Bey, commanding the police, M. Dumont, president of the Fire Brigade Society, M. G. Philippidis, Bimbashi Bonelli, M. Lanzanne, commanding the fire brigade, and Captain Simon.

Our contemporary, the "Vérité," from whom we extract this news, declares that the Government ought not to allow large stores of naphtha, benzine, and other inflammable material close to dwellings or popular quarters. Had it not been for the promptness of the firemen, the consequences might have been disastrous.

WRESTLING AT THE ABBAS THEATRE.

Monday night's wrestling at the Abbas Theatre, Cairo, was quite good. Milo had a good fight against Clément, whom he defeated; and Pettinger (German) beat Simonson after hot contest. Schackmann, as usual, gave a spectacle of some 30 minutes against Cili. His methods were somewhat less barbarian than usual, as he had been cautioned; but he "sails very near the wind" at times. Cili showed great strength and some science, but could not turn his opponent over, though he was perhaps nearer his goal than has been any one so far.

Mehmet the African met the huge Paul Pons, and made a most plucky fight, wriggling out of his clutch time after time, and even attacking, whereas the big Frenchman's opponents have, so far, been glad enough to resist as long as possible. But M. Pons, after some minutes, settled the question quite easily: he took up his opponent with his usual deliberation, calmed and quelled his frantic wriggles, and deposited him duly and carefully on the ground.

It took about four minutes. We all look forward to seeing him against Schackmann, who will probably not find so much profit in attempted fouls against him.

A group of native sportsmen, it is said, have deposited L.E. 50 in the Imperial Ottoman Bank, on behalf of Salaama Hasib, a native giant of Cairo, twenty-one years old, challenging all the wrestlers who are now appearing at the Abbas Theatre.

JANE HADING'S DEBUT.

"LA PRINCESSE GEORGES"

Yesterday evening Mme. Jane Hading, to whom the whole of the western theatrical world has paid homage, made her debut at the Zinzia Theatre, Alexandria. We were certainly disappointed at the proportions of the audience which welcomed this great actress. We had anticipated a crowded house, but found that the occupied boxes were comparatively few, and that another fifty or sixty people could have been comfortably accommodated in the foyers; the attendance of English theatre goers did not exceed five. We, therefore, take this opportunity of assuring our readers that, apart from the merits or moral of the pieces staged, the appearance of so powerful a portrayer of every-day human life on Egyptian boards should not be missed.

"La Princesse Georges" was preceded by a one-act "curtain raiser" entitled "Tic-a-Tac" from the pen of M. de Fréard. On such occasions when "curtain raisers" are necessary, and these are not many, they should constitute an "hors d'œuvre" to the piece, and this "Tic-a-Tac" failed to do. It is a simple, meaningless comedy which affords no opportunity to either of its two characters. Nevertheless Mme. Sauer acted the unwilling, bored hostess very well, and M. Bary could hardly have appeared more imbecile.

"La Princesse Georges" is styled a comedy! To us it is one of those too common tragedies which mar the happiness of many a family. A devoted wife (*La Princesse Georges*) discovers that her husband (*Le Prince*) is seeking pleasure in adultery with a Countess, and as grand finale the shameless woman is shot by her husband. Such is the comedy (*sic!*)! The play is neither elevating nor instructive; nor, again, is it amusing. Its moral is such as is pointed out daily in the newspapers under the divorce court columns or in accounts of suicides.

In the first act the suspicions of the Prince are aroused by an anonymous letter, and, charging her maid to play the private detective, she receives irrefutable evidence of the truth of the contents of the letter. In an interview with her husband she taxes him with his infidelity, and the usual explanations follow; it was a final and unsought interview with an old flame. The fervent love of the woman overcomes her disgust and jealousy; with heaving bosom and tightly-strained muscles she masters her grief and sob out "Je vous pardonne, parceque je vous aime."

The curtain falls to rise again upon an evening party at the Prince's Mansion and the guests we find the Countess, whose one object seems to be the drawing of men to her feet. The Prince retires with the Count and his lawyer to sign away his wife's money, and, unable to restrain herself, the Princess turns upon the woman who has robbed her of happiness. In an outburst of frenzy she orders her to leave the house and with the utmost nonchalance the Countess bids her hostess "bon soir," cherishing in her breast the Prince's promise to elope with her on the morrow. The Count returns to the drawing-room to take leave of the Princess, who tells him of his wife's attraction for the Prince, and at this point the curtain falls again.

The story of the third act is still more tragical. Hoping against hope that there was truth in her husband's explanation, she receives the news of the intended elopement, and she then tells him that she has told his secret to the Count, who is seeking his wife to exact vengeance. The Prince tries to rush away to the rescue, but his wife clings to him and as he finally breaks away a pistol shot is heard. The Count rushes in crying "Je l'ai tué" and the curtain descends. It is but the oft-repeated story so dearly loved by the French playgoer.

Those who hesitate to go to a *Pinero* play could not but disapprove of Dumas or Daudet, but the part of *La Princesse Georges*, as played by Mme. Hading, becomes a sermon. Her personality, sympathetic voice, and wonderful power of expression held the audience spell-bound. From the utmost depths of grief and despair she rose to a frenzy of love, confessing her powerlessness to spur the man who had wronged her. The meeting with her husband's mistress was full of power. Driven by fury to the verge of madness she poured out her wrath upon the wretched woman, and suddenly calming down she stood before her with every muscle strained and gasped out in a pitiable sob "Va-t'en." Grief, despair, love, hatred, remorse were all realistically represented by Mme. Hading and we cannot give her greater praise than by saying that she put before us with vivid reality the miseries of a devoted wife whose husband is faithless. The play was not to our liking, but Mme. Hading's most exceptionally powerful portrayal of that phase of life demanded her.

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This evening, Mme. Hading will appear in "Le Demi-Monde," and on Thursday and Friday in "La Chatelaine" and "Sapho," respectively.

STEAMER MOVEMENTS.

The S.S. Sailor Prince, which left Alexandria on the 28th ulto. with passengers and general cargo for Manchester, via Malta, arrived at Manchester yesterday.

The S.S. Scottish Prince, from Alexandria and Malta, with passengers and general cargo, arrived at Manchester last Sunday.

The Ellerman liner S.S. Arabian sailed hence on Monday direct for Manchester with a full cargo, including 6,726 bales of cotton.

The Ellerman liner S.S. Alexandria sailed from Liverpool last Sunday for Malta and Alexandria.

PERSONAL AND SOCIAL.

Col. Harrington, H.B.M.'s Minister to the Court of the Negus, is expected to arrive in Cairo in the course of next week.</

TELEGRAMS.

HOUSE OF COMMONS.

NINETEEN HOURS' SITTING.

STORMY SCENES.

LONDON, November 13.

HOUSE OF COMMONS.—An all-night sitting took place discussing the Land Tenure Bill.

The House rose at 9.40, after 19 hours' sitting, which was characterised by stormy scenes, the Opposition opposing tooth and nail. Several personal incidents occurred.

Sir H. Campbell-Bannerman left at 11 o'clock yesterday evening. The Liberal Whip declared at 4 this morning that he would not move the adjournment until he was authorized by the Prime Minister. The Opposition then moved numerous amendments. Finally, Sir H. Campbell-Bannerman entered the House at 9.10 and proposed to adopt clause No. 4. (Reuter)

GERMAN MINISTER'S RESIGNATION

PRINCE BULOW'S HANDS STRENGTHENED.

BERLIN, November 13.

The Emperor, after a long delay, has accepted the resignation of General Podbielski, Minister of Agriculture, whose name has been mixed up with the Damaraland war stores scandal. He also incurred much unpopularity owing to his rigorous exclusion of foreign cattle meat, causing a regular meat famine. His resignation strengthens the hands of Prince von Bulow in view of the opening of the Reichstag to-day, and deprives the Opposition of strong points of attack. (Reuter)

CRUISE OF ATLANTIC FLEET.

RUMOURED DEMONSTRATION.

GIBRALTAR, November 13.

The Atlantic fleet, after hastily provisioning, left yesterday night. It is believed its destination is Tangier.

Later.

It is officially stated that there is no question of the Atlantic fleet making a demonstration at Tangier. It is merely going for a prescribed cruise. (Reuter)

TRANSVAAL.

FERREIRA'S FOLLOWING.

CAPETOWN, November 13.

Ferreira's maximum following is 20 men, but as he has spare horses with him it is easy to evade the police. (Reuter)

TERRIBLE TRAIN DISASTER.

NEW ORLEANS, November 13.

47 Russian and Servian emigrants have been buried to death in a train smash at Woodville (Indiana). 38 persons were injured, a number of whom fatally. (Reuter)

NEW YORK, November 13.

The Woodville disaster was due to a signal-man's blunder. On the arrival of the injured persons in Chicago an angry scene was witnessed, the anxious friends and relatives attacking the railway officials. (Reuter)

THE AEROPLANE.

PARIS, November 13.

M. Santos Dumont has won the two prizes for the first aeroplane flying 100 metres. He covered 220 metres in 21 1/5 seconds at a height of 15 feet before and against the wind. (Reuter)

RUSSIAN BOMB OUTRAGES.

IRKUTSK, November 13.

A bomb was thrown at the Governor General, General Rennenkampf, here yesterday. He escaped uninjured. His assailant was handed over to the authorities to be court-martialled. (Reuter)

ST. PETERSBURG, November 13.

M. Reinboth's assailant was the brother of a student who was recently hanged. (Reuter)

RETURN OF M. WITTE.

ST. PETERSBURG, November 13.

M. Witte has returned after a prolonged absence abroad. (Reuter)

CHURCH AND STATE IN FRANCE

PARIS, November 13.

By 416 votes against 163 the Chamber of Deputies passed a vote of confidence in the Government's firmness to ensure the integral application of the Separation Law. (Havas)

NEW MUNICH MUSEUM.

MUNICH, November 13.

The German Emperor and Empress and the Regent presided at the ceremony of the laying of the foundation-stone of the museum of the masterpieces of German technical art. (Havas)

THE SOUTH AFRICANS.

LONDON, November 13.

Rugby Football. The South Africans beat the South of Scotland by 32 points to 5. The first goal was scored against them in this match. (Reuter)

THE CHANNEL TUNNEL.

A NEW PHASE.

The war correspondent of the "Daily Telegraph" writes:—

Once more the Channel Tunnel scheme is being brought forward, and this time with a force of favourable public and official opinion behind it. It is no secret that certain members of the Cabinet have recently talked over the matter and approve of the proposal, that the Admiralty are not opposed to it, and that the Imperial Defence Committee will soon have the subject brought before them for consideration. Influential bodies of gentlemen in the United Kingdom and France are prepared to find the means for building the tunnel. Many members of the present House of Commons would vote for the measure, and the views of experts are less antagonistic than in the past. The subject has now reached a stage that calls for an immediate economic inquiry into the commercial needs and advantages, as well as the questions of cost and defence, construction, and maintenance. It is very likely that an official committee of investigation will be asked for and appointed at a distant date.

So long ago, in our age of hurry, as 1867, an Anglo-French committee of promoters obtained from Napoleon III. an expression of willingness to consider such a project. Following thereon, stage by stage, there was correspondence and inquiry, official and unofficial, down to 1882. During the course of that period, the French Government granted a concession to certain parties to execute the work, in conjunction with an English company, and our own Government appointed a committee of experts to report upon the whole project. It should be observed that the Channel Tunnel Company, which was incorporated in London in January, 1872, had much correspondence upon the subject with the Foreign Office, who naturally referred it to the Board of Trade. The latter authority substantially replied that they "saw no objection in principle to the proposed tunnel, except that it should never, if constructed, be allowed to become a perpetual private monopoly." But the Board of Trade, in July, 1873, further said, "It would gladly see an improvement in the communication between England and the Continent, and it would, therefore, be well satisfied to hear that the British railway system was likely to be connected with the European railway system by means of a tunnel between France and England." And it presumed our Government would not be inclined to offer objections to a concession being granted to the promoters of the Channel Tunnel Company.

Bills for an experimental beginning of the respective sections of the tunnel were passed in both countries, and received the assent of Queen Victoria and President MacMahon on Aug. 2, 1875. The English company's powers were very limited, whereas those of the French Society were framed in a far more generous spirit. As a consequence, the Home Company did little or nothing at St. Margaret's Bay, and in 1880-1 a much more vigorous body took up the schema—to wit, the South-Eastern Railway, then under the control of the late Sir Edward Watkin. Thanks to his personal enthusiasm and untiring industry, the feasibility of making a Channel tunnel was most satisfactorily solved, for he found the dry, compact, grey chalk, and drove his shaft some two miles seaward from Shakespeare's Cliff, Dover, before he was forced to desist from further work by endless official interruptions and peremptory orders. In those days, and before the later improved machinery had been installed in the tunnel, it was estimated that a tunnel could be constructed within five years. From what has been seen and learned since that date, barring the striking of some unexpected faults during construction, the connection under the sea could be made within three years. A Departmental Committee, consisting of three members—one each from the War Office, the Admiralty, and the Board of Trade—sat in 1881-2 to consider the newer developments. They took evidence, and soon reported that during the inquiry the effect which such a scheme might have upon the defence of the country had assumed great importance. Admiral Sir Cooper Key had broken in upon the deliberations with a letter, stating that it would necessitate the building, at a vast expenditure, of defence fortifications, and that no mechanical contrivances for destroying the tunnel could be relied upon. But to-day it is understood that the most able sea-lord we have had since Lord St. Vincent was at the Admiralty has no such fears of a Channel tunnel as those of Sir Cooper Key. He regards its making as not in the least seriously affecting the question of sea-power or the British Navy.

Lord Wolseley (then Sir Garnet) made the first disastrous attack upon the project. He had for a while been, perhaps quite rightly, regarded as a most friendly critic. Certainly he offered no such objections as he did in his famous memorandum of December, 1881. Wolseley himself said that 100 men could defend the exit against 1000 troops. I recall, long before Sir Garnet's views became publicly known, asking for an expression of his opinion. When he told me, in his resolute fashion, they were uncompromisingly hostile, that the risk to the country would be enormously increased, and he preferred to retain the "Silver streak," although old ladies of both sexes might have to continue to suffer from "mal de mer," I said, "Oh, general, you're joking." "Not a bit of it," he rejoined. "I never was more in earnest in my life" and he proceeded to expound his objections, all of which I set out in public print about that period. And yet I had ventured to argue the point with that great and noble-spirited soldier, pointing out several, as I fancied, sure means of shutting up and even totally destroying the tunnel. One of

these expedients could have been carried out as long as we retained possession of the sea. After that, in those or even in these present days, we need concern ourselves no more with efforts at resistance. Lord Wolseley then thought, and most likely, with native pertinacity, he clings to the same opinions, that the hour when the tunnel would be sanctioned would be a most disastrous one for England.

Next, the War Office had a Scientific Committee in 1882, to re-examine the practicability of closing such tunnel. It sat under Major-General Sir A. Alison, Bart., and its members were Mr. C. H. Gregory, C.B., Major-General Gallwey (Inspector-General of Fortifications), Colonel Sir John Stokes, R.E., Colonel Sir A. Clarke, R.E. (late general), Mr. E. Graves, C.B., Colonel H. J. Alderson, R.A., Colonel V. D. Majendie, and Professor Abel. That committee recommended, amongst other things, means of closing the tunnel with a portcullis, and the discharging into it of irrespirable gases, obstruction by land mines, temporary or permanent flooding by sea-water. Further, the end of the tunnel should not emerge within any fort, and the mechanical apparatus for obstructing or destroying the work should be capable of being set in operation from different points, some of them at a distance from the scene. The consensus of military opinion was then against the project, with, amongst others, two notable exceptions, General Sir John Ady and Sir Andrew Clarke. Neither of these soldiers considered that there would be any great danger to the country if it were constructed, and they held, with practically the majority of experts, that the defence of the tunnel exit would be a simple operation, and its obstruction and destruction could be safely assured. But the termination of the trials of the friends of the Channel Tunnel were not over. A Joint Select Committee of the House of Lords and Commons was ordered, in 1883, to make inquiry whether Parliamentary sanction should be given to a submarine communication between England and France. The Marquis of Lansdowne presided, and he and each of the other members made separate reports—no two, if my recollection serves me, quite agreeing. They sat fourteen times, examined forty witnesses, ten of whom were military experts, three naval, twelve connected with railways and engineering, two connected with Government departments, and ten engaged in trade. Their reports, though not on the whole favourable, were far from being altogether damnable. But unquestionably it was the attitude of hostility assumed by the military that put a stop to the further prosecution of the work. And yet, as Lord Lansdowne's committee said, they found that the cases selected by Lord Wolseley for the purpose of illustrating his argument (on the possibility of surprise) did not bear it out. They were glad to learn from the whole of the military witnesses, other than he, that if proper precautions were in existence the risk of successful surprise would be remote. It looked as if they attached more importance to the assertion that the permanent cost of defending the tunnel and maintaining fortifications therefor, would be a heavy burden upon the national exchequer. Other voluminous talk and inquiry went on until, as already intimated, the work was shut down, and the search for coal taken up instead. So the whole thing has lain dormant for all these years. But a necessary undertaking of that kind, conceived to knit closer fellow-men and promote intercourse, cannot be put beyond trial before a later, a wider, and higher court of public appeal.

I am one of the few who have been down into both ends of the tunnel, the few hundred yards the French drove near St. Pierre, Cape Grisne, and the work at Shakespeare's Cliff, Dover. All the conditions are most favourable for the boring of a submarine tunnel. The dry grey chalk is easily cut by the pneumatic driven machines. Colonel Beaumont's apparatus cut the headings much as cheese might be scooped. A rate of progress of many yards a day might be obtained, for the tunnel only here and there required hooping to check infiltration of fresh water. Since 1882 the need and importance of such communication has grown tenfold through the increase in passenger and freight traffic. The improved facility for intercourse would be far more to the national advantage than that of any country upon the Continent. Personally, I recommend it solely on the ground of its importance and as a most valuable national asset. It is too vast a work, with all its immense possibilities to the Empire's wellbeing, to be left, without express direction and control, in any but the nation's hands. For myself, if time does not press, I prefer to travel by sea. Small as the Straits are, storms and delays inevitably occur at times to stop the steamers running. Have I not crossed at least twice when a Queen's messenger, one of those gentlemen who carry the sign of the silver greyhound, was my only fellow-passenger? A great work is again commanding attention, the military are taking more rational views as to the tunnel, which can be made a national asset and not a source of danger. The Admiralty see no cause for alarm. A conspicuous number of members of the Cabinet are inclined to favour the scheme, and the vast interests of mutual understanding have long ago secured such a hold upon public opinion that the House of Commons will doubtless record the fact and promote this great undertaking of the twentieth century.

Lord Wolseley (then Sir Garnet) made the first disastrous attack upon the project. He had for a while been, perhaps quite rightly, regarded as a most friendly critic. Certainly he offered no such objections as he did in his famous memorandum of December, 1881. Wolseley himself said that 100 men could defend the exit against 1000 troops. I recall, long before Sir Garnet's views became publicly known, asking for an expression of his opinion. When he told me, in his resolute fashion, they were uncompromisingly hostile, that the risk to the country would be enormously increased, and he preferred to retain the "Silver streak," although old ladies of both sexes might have to continue to suffer from "mal de mer," I said, "Oh, general, you're joking." "Not a bit of it," he rejoined. "I never was more in earnest in my life" and he proceeded to expound his objections, all of which I set out in public print about that period. And yet I had ventured to argue the point with that great and noble-spirited soldier, pointing out several, as I fancied, sure means of shutting up and even totally destroying the tunnel. One of

H.M.S. DREADNOUGHT.

FURTHER SEA TESTS.

It is understood that within about a month the internal fittings of his Majesty's ship Dreadnought, now in hand at Portsmouth, will be completed, and that then she will commence a long series of experimental trials, probably lasting many months. These trials are intended to test the special features embodied in the design, which mark an entire departure from precedent—her armament, her turbines, and her manœuvring capacity. Owing to the exacting tests to which the Admiralty have decided to submit her, it is not feasible to employ this unique battleship with either of the existing fleets, because service with either of them as flagship, apart from other strategical reasons, would have hampered the freedom with which it is desired to put her qualities to the closest examination. With this idea, she will first be tested on an independent cruise, so as to watch her behaviour in varying weather conditions and at differing speeds. Then her suitability will be considered as a flagship. She will hoist the flag of the Commander-in-Chief of the Home Fleet, and will cruise with the several divisions of this force.

It is understood that, like several ships of the Home Fleet, she will be given a full crew, and will probably be more at sea than any other of his Majesty's battleships, since in the course of next year it is anticipated that, in addition to her fleet work, she will be required for experimental purposes in view of suggested improvements in the design, which, if they prove satisfactory, may be adopted in later ships.

In order that full advantage may be taken of this ship, which is, it must be borne in mind, of an entirely new pattern, it is essential that during these trials her expert officers should be in close touch with the professional staff of the Admiralty engaged on new ship designs, and since strategic requirements render it desirable that she should be available for cruising in the North Sea, it is a fortunate fact that when she calls periodically at Sheerness, the headquarters of the Commander-in-Chief of the Home Fleet, she will be handy for the constructional, gunnery, torpedo, and other experts who are concerned with the improvements suggested for later ships.

One interesting problem which has already arisen is concerned with the mounting of the light armament of 12-pounder guns, twenty-seven in number, intended for repelling attacks by torpedo craft. It has been discovered that the existing method of distribution of some of these weapons is not entirely satisfactory. The frequent dismantling and transporting of the eight 12 pounder 18 cwt Q.F. guns on the forecastle and quarter-deck, in order that the 12 in guns may have a clear range at all degrees of elevations, is liable to damage the mountings and gun sights. It is also held that the 12-pounder guns could not be brought into use expeditiously in daylight, and still less so at night. Several suggestions to meet the difficulty have been put forward, one being to place the eight 12 pounders on the tops of the 12 in gun turrets. This idea, after experiment, has, however, been abandoned as impracticable. Another suggestion is the provision of disappearing mountings. This would ensure the guns being instantly ready for action, besides providing a better arc of fire than could be obtained from any other position, and a direct ammunition supply. Whether it will be possible to carry out this proposal in the Dreadnought without too great structural alterations is now under consideration, but the feasibility of disappearing mountings for the light guns will be seriously considered with a view to the suggestion being embodied in later ships.

I am one of the few who have been down into both ends of the tunnel, the few hundred yards the French drove near St. Pierre, Cape Grisne, and the work at Shakespeare's Cliff, Dover. All the conditions are most favourable for the boring of a submarine tunnel. The dry grey chalk is easily cut by the pneumatic driven machines. Colonel Beaumont's apparatus cut the headings much as cheese might be scooped. A rate of progress of many yards a day might be obtained, for the tunnel only here and there required hooping to check infiltration of fresh water. Since 1882 the need and importance of such communication has grown tenfold through the increase in passenger and freight traffic. The improved facility for intercourse would be far more to the national advantage than that of any country upon the Continent. Personally, I recommend it solely on the ground of its importance and as a most valuable national asset. It is too vast a work, with all its immense possibilities to the Empire's wellbeing, to be left, without express direction and control, in any but the nation's hands. For myself, if time does not press, I prefer to travel by sea. Small as the Straits are, storms and delays inevitably occur at times to stop the steamers running. Have I not crossed at least twice when a Queen's messenger, one of those gentlemen who carry the sign of the silver greyhound, was my only fellow-passenger? A great work is again commanding attention, the military are taking more rational views as to the tunnel, which can be made a national asset and not a source of danger. The Admiralty see no cause for alarm. A conspicuous number of members of the Cabinet are inclined to favour the scheme, and the vast interests of mutual understanding have long ago secured such a hold upon public opinion that the House of Commons will doubtless record the fact and promote this great undertaking of the twentieth century.

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ARMY AND NAVY.

(FROM OUR CORRESPONDENT.)

London, November 6.

Major A. J. Mitchell, Lancashire Fusiliers, has been ordered to leave Tipperary, where the 4th Battalion is now disbanding, and join the 1st Battalion at Cairo. Major H. V. S. Osmond, of the latter battalion, comes home from Egypt to join the 2nd Battalion at Fermoy, Co. Cork.

Major the Hon. W. E. Cavendish, who has taken over the command of the 2nd Batt. Grenadier Guards in succession to Col. R. G. Gordon Gilmore, served with distinction throughout the arduous operations against the slave-trading Arabs in 1895-96, receiving mention in despatches and the medal with clasps. In 1897 he was promoted captain, and a year later was present at the battle of Khartoum. During the recent South African war he took part in numerous engagements in the Orange River Colony, and also in the Transvaal, being awarded both medals, and was "Gazetted" to the rank of major in July, 1902.

Major Ansell, who has been appointed second in command of the 6th (Lanarkshire) Dragoons, has passed the tactical examination qualifying for command.

The order for Capt. Dixon, of the Reserve Squadron at Balincollig, to proceed to Egypt has been cancelled. The draft which the Reserve Squadron is preparing to join the headquarters at Cairo numbers 70 of all ranks.

Captain A. D. Law, 1st Battalion Hampshire Regiment, has been selected for service with the Egyptian Army, and proceeds to Cairo at an early date. Captain Law has spent six and a half years in the regiment, and got his commission during the South African War from the ranks. He was in the fighting for the relief of Kimberley, the actions of Magersfontein, Paardeberg, Vry River, Zand River, Driefontein, Poplar Grove, &c.; the operations in Orange River Colony, the actions of Witteberg, Rhenoster River; operations in Cape Colony, and for some time was employed as a quartermaster in St. Helena in the Boer prisoner of war camp.

It is considered likely that although Sir Redvers Buller's name has disappeared from the active list of the army, it will reappear when a Field Marshal's baton will be at the disposal of the Army Council.

An army order, just issued, directs that the lance is not to be carried by Dragoon Guard and Dragoon regiments on escort duty, and at reviews and ceremonial parades. The service lances are to be withdrawn and returned to Ordnance stores at once, only exercise lances will be retained for recreative purposes. This order is the last blow to the lance in the home army.

The new peaked cap will be issued to the home batteries of the Royal Horse Artillery next month. The gunners will not be sorry to exchange the hideous "Brodrick" for it.

PITH OF THE PRESS.

EXTRACTS FROM HOME PAPERS

The New Regime In France.

The new Prime Minister of France has the reputation of being a strong man, and he opened the session yesterday with a strong statement of policy. The Chamber showed its approbation by carrying a vote of confidence by 395 to 96, and doubtless the programme of the Government will commend itself to those who recently elected the present majority. M. Clémenceau's declarations upon foreign affairs, which are alone of direct concern to ourselves and to the rest of the outside world, will be received in this country, and in all countries which sincerely desire the preservation undisturbed of the peace of Europe, with genuine satisfaction. The attitude which he takes up is, it is true, that which we have now come to expect as a matter of course every French Ministry will assume, because we know that it represents the settled feelings and desires of the French nation. It is well, nevertheless, to have his determination to adhere to it declared in terms so vigorous and so clear. Peace is, of course, its essence, but the peace which it aspires to uphold must be "peace with dignity." On that point, the Prime Minister affirms, France has not changed her mind, any more than she has changed it in regard to her resolve persistently to vindicate "Republican right."

(Times.)

Clémenceau the Dictator.

M. Clémenceau is temporarily dictator by consent. He has achieved by sheer capacity, and holds by nothing else, as much authority as any citizen can ever wield under Republican institutions. Without risk of the Cavourism which she never ceases to fear, France has at the head of her affairs a Man of Government of the Constitutional type such as she never ceases to crave. The Chamber, by yesterday's vote, ratified the President's choice of a Premier and the Premier's choice of his colleagues; and by accepting the Ministerial programme authorised an experiment in administration and legislation which will be both fascinating and anxious. Upon one point at least the declaration of policy will be received with unreserved satisfaction throughout Europe. That may be truly said of the present régime which Napoleon the Third falsely said of the Second Empire: The Republic—*c'est la paix*. France prepares against any possibility of attack, but none can question her sincerity when she repudiates any intention of aggression.

(Telegraph.)

Revolutionary Domestic Programme.

There was a time, within living memory, when Radicals in England looked to France for light and leading. The tradition would be happily restored if our Ministerialists would ponder and take example by the declaration which M. Clémenceau yesterday addressed to the Chamber of Deputies. In domestic policy the new Premier is a convinced and uncompromising Democrat, who is bent upon giving effect to his doctrines and opinions. It is not becoming for foreign observers to express decided views as to the internal affairs of a friendly country, but it may be said without offence that to the average Englishman some of the political and social legislation to which the Cabinet has been committed appears both arbitrary and venturesome. The institution of what is conveniently described as a progressive income tax may easily be turned to purposes of spoliation, which, by giving a right to Capital, may react injuriously upon Labour. If interest on investments is penalised by the State rich men will take their wealth abroad, while the poor will hoard their savings.

(Standard.)

The Fight Against Clericalism.

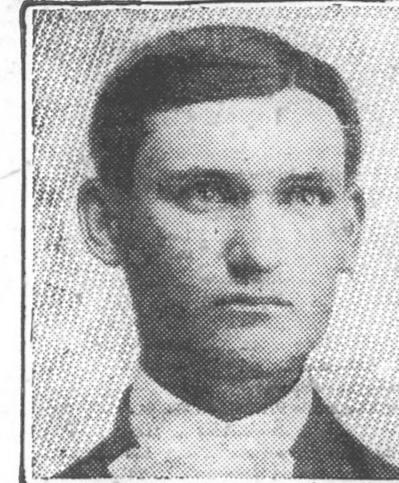
The critical nature of the period which began for France yesterday with the opening of the new Parliamentary Session will be well appreciated on all sides. If it is hardly correct to say that France stands at the parting of the ways, since to follow the Anti Clerical road is now a settled feature of Gallic policy, it is at the same time evident that nobody can see exactly where the new road leads. The strength of the Clerical party is still to some extent an unknown quantity, but the Government stands firm in opposing them: yet should the events in the religious war of the past year eventually prove that the Clericals and their allies are able seriously to embarrass the Administration, not only will the danger for France as a whole be exceedingly grave, but it will be apparent within the next few days. For the sake of our neighbours, it is to be hoped that the dispute will not be driven to extreme lengths, where compromise is impossible.

(Globe.)

New York Governorship.

All the strength of the Trusts will be used against Mr. Hearst to-day, but the election will really be decided by the moderate men. If they believe that Mr. Roosevelt can overcome obstructive influence, and take effective steps against the Trusts, they will vote for Mr. Hughes. They know Mr. Roosevelt, admire his character, and believe him to be honest and fearless. If, however, they think that he is likely to be overborne and thwarted by the force of the Republican machine, which is to some extent dominated by the Trusts, they will vote for Mr. Hearst. In either case the vote will be one against the Trusts, which may well tremble at the prospect of choosing between the devil and the deep sea. But that Mr. Hearst's success will mean, as his opponents allege, a general catastrophe, no one is closely acquainted with American affairs will for one moment believe. The legislation which he would introduce would seem mild to Englishmen, and at the very worst could not do to American interests

STURDY FARMERS KEEP OFF ALL CATARRHAL ILLS BY TAKING PE-RU-NA.



MR. GEO. H. THOMPSON.
At Work On the Farm and Feeling Well All the Time.

Geo. H. Thompson, Craft, Miss., writes:

"I have been cured of catarrh by your medicines, Peruna and Manalin. I had been affected with catarrh of the stomach about all my life, and was taken bad every Spring and Summer.

"I used several kinds of patent medicines, but they did me no good. I then took a treatment under an M. D., which did me but little good. By this time I had come to where I could eat nothing but a little soup. I had severe pains, had lost in weight and could not do anything. I began taking your medicines, Peruna and Manalin. I then weighed 120 pounds, but after taking several bottles of Peruna and one bottle of Manalin, I weighed 166 pounds.

"I am now at work on the farm and feel well all of the time. I eat all I want to and my friends say that I look better than ever before. I will ever praise Peruna for its healing power."

Peruna is a Systemic Remedy.

If Peruna proves efficient for catarrh in one place, it will be equally potent in any other place, because it is a systemic remedy.

The people generally are very much misinformed as to the nature of catarrh.

Catarrh is usually believed to be confined to the head, nose and throat. Late

ly we sometimes hear of catarrh of the stomach and catarrh of the bowels. Seldom, if ever, do we hear of catarrh of any other organs.

It is not because these organs are not subject to catarrh, nor that catarrh of these organs is not a very common disease, but simply because it is not generally known that affections of these organs may be due to catarrh.

"Then a druggist recommended Peruna and I followed his advice. I took altogether five bottles and I consider myself a well man.

"Before using Peruna, it was utterly

impossible for me to do a day's work,

but now I can do farm work without the least trouble or fatigue. I consider Peruna the best medicine and tonic on the market.

"I had not eaten a meal for five years

without distress until I took Peruna. I have recommended it to several friends with good results."

Mr. W. J. Temple, R. F. D. 3, Dela-

ware, Ohio, writes:

"I am a farmer and so necessarily

must be exposed to all kinds of weather.

About three years ago last winter, I

was taken sick with bowel and stomach

trouble.

"One doctor called it ulceration of

the bowels, another called it colitis.

Another doctor helped me temporar-

ily.

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Climatic Aliments Overcome By

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L'EPARGNE IMMOBILIERE

Nous avons déjà dit hier ce que nous pensons de cette affaire, à laquelle l'opinion publique est toute favorable, et qui nous paraît appelée à un plein succès. Nous ne pouvons que conseiller à nos amis de s'y intéresser.

Rappelons que les listes de souscription ne seront ouvertes qu'un jour seulement (demain, jeudi, de 9 h. a.m. à 4 h. p.m.) aux guichets de la Banque H. de Vries & Boutigny, rue Kasr-el-Nil, au Caire et qu'il sera donné une part de fondateur (fiduciarius) avec chaque action allouée.

SOCIETE INTERNATIONALE DES EMPLOYES D'ALEXANDRIE

(Lettre circulaire adressée à quelques patrons.)

Monsieur,

Nous venons vous demander quelle sera votre attitude, après le Ramadan, en ce qui concerne le Repas Hebdomadaire.

Ferez-vous attention à quelques commerçants égoïstes ou entêtés ? Ou bien ferez-vous acte de générosité et, par ce fait, montrerez-vous l'exemple ?

Vous n'ignorez pas, Monsieur, que les employés de confections et de cordonnerie sont extrêmement surexposés, ce dont ils ont raison, convainez-en, et veulent manifester, chose que nous voudrions éviter.

Nous préférons nous adresser directement à vous, sachant qu'avant tout vous êtes, et l'avez prouvé, plein de sollicitude à l'égard de votre personnel.

Nous osons espérer une réponse et vous pré-sentons, Monsieur, l'assurance de nos respectueuses civilités.

Le Président.

E. RUBIE.

P.S. — Nous adressons cette lettre aux maisons ci-dessous désignées :—

S. Stein, Schwartz
Mayer & Co., Matton & Debono,
Fratelli Guldenberg, Habib Baladi,
Elia Conegliano, Cohen Frères,

Bien entendu, nous nous tenons à votre disposition dans le cas où vous le jugeriez nécessaire.

BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demie.)

L'ensemble du marché est assez soutenu et même en hausse partielle. Toutefois, la demande s'est ralentie devant les exigences des vendeurs. Grande animation sur l'Agricole, la Salt & Soda, la Delta Land, l'Investment, le Trust, les Estates, l'Urbaine, la Building Lands et les Priviliégiées Tramways.

La National Bank est fermée à 27 3/8, avec affaires.

Les Tramways Priviliégiées montent de 189 à 191, les Dividendes de 342 à 350, ces dernières sans vendeurs ; la Daira s'avance à 17 5/16 ; les Markets tombent à 27/6 vendeuse, la Bière d'Alexandrie Priviliégiée à 218, et les Cotton Mills à 7/6, tandis que la Salt & Soda gagne 6 pence à 26/9 vendeurs.

En réaction l'Obligation nouvelle Crédit Foncier à 271 1/2, les Lots Turcs à 152, la Cassa di Sconto à 243 3/4 et 239, les Sucreries à 23 1/2 et la Nile Land à 17 7/16.

Par contre, les Nungovich bénéficient de 1/16 à 18 3/8, la Delta Land de 1/32 à 4 7/16, l'Investment de 1/32 à 1 15/12, le Trust et les Estates de 1/32 également à 1 9/16 et 2 11/32, les Splendid Hotels de 1/16 à 4 1/8, la part de fondateur Comptoir de 1/2 livré à 51, la Building Land de 1/8 à 5 3/8, le Crédit Franco-Egyptien de 1/32 à 5 19/32 acheteurs et la Banque d'Orient de 1 fr. à 134.

Comme on le voit par le bref exposé qui précède, la hausse s'accorde partiellement, mais peu à peu les cours se tendent et les acheteurs deviennent plus réservés.

A propos de la vente du palais No. 3 de S.E. Moukhatar Pacha, dont nous avons été les premiers à parler, voici quelques informations complémentaires :—

La propriété en question a été achetée au premier lieu au prix de £176,000 par la Société Lyonnaise, qui l'a céée aux Improvements pour la somme de £185,000. Avec tous les frais, le prix d'achat des Improvements revient à £215,000. Ceux-ci sont en train de passer eux-mêmes leur acquisition à un syndicat, pour le prix de £250,000.

Circulaire H. De Vries et Boutigny

NOTES ET CRITIQUES

Le Caire, 13 Novembre 1906.

A Londres, le Consolidé anglais est resté hier invarié à 86 1/2. L'Unifié a régressé 1/4 à 102 1/4. La National Bank a baissé de 1/4 de livre à 27 1/2 et la Daira de 1/8 à 17 1/4. L'Agricole est demeurée inchangée à 9 3/4. La Delta Light a repartie 1/8 à 12 1/8.

A Paris, le Crédit Foncier Egyptien est resté stationnaire à 779. La Banque d'Athènes a rétrogradé de 1 franc à 147. L'Emprunt russe 1906 a passé de 84.90 à 85.10.

Ici, nous avons eu, ce matin, un marché très actif, avec une légère réaction sur quelques valeurs qui avaient été le plus favorisées par la poussée des dernières séances.

Dans le compartiment des Banques, la National s'est raffermie à 27 3/8. L'Agricole a avancé à 9 13/16. La Cassa di Sconto a été ramenée à 241.242. Le Comptoir Financier a été échangé à 6 7/8 15/6, ex coupon, pour clôturer à 6 15/16 ; la part de fondateur a été traitée à 58, ex coupon. La Banque d'Orient

s'est consolidée à 133.

Le Crédit Foncier a progressé à 780.781 ; l'obligation à lots ancienne a faibli à 338.339. La Daira a gagné 5/32 à 17 1/8-3/16. La Béhéra a molli à 44 et l'Union Foncière à 6 9/16 5/8.

L'immobilière a avancé à 380 et sa part de fondateur à 740. La Nile Land a fait 17 3/8-1/2. Très mouvementés, les Improvements sont remontés à 6 5/8 pour finir à 6 1/2. Les Allotments ont été bien tenus à 4 1/8-3/16 et leur part de fondateur à 171.

En excellente tendance, les Entreprises Immobilières et Travaux ont clôturé à 4 3/4, acheteurs.

Les Jouissances Eaux du Caire sont revenues à 271.272. Les Ciments ont bénéficié de 2 francs à 73 ; leur part de dividende a, par contre, fléchi à 16 17. Les Héliopolis ont été demandés à 334.335 ; leur part de fondateur a été négociée à 9 5/8.

Dans le groupe des valeurs hôtelières, les Nungovich ont avancé à 18 3/8. Les Egyptian ont réactionné à 5 7/8 et les Upper Egypt à 5 1/2.

Parmi les petites valeurs, les Delta Land ont baissé jusqu'à 4 13/32 pour mieux clôturer à 4 7/16 1/2. Les Estates se sont alourdis à 2 15/16 ; leur part de fondateur a atteint 16. Les Abby très fermes, ont été encore ramassées à 1 7/16 1/2. Les New Egyptian ont progressé à 33/9. Les Oasis ont faibli à 1 5/16-3/8 et les Salt and Soda à 26 shellings.

**
LEMISSION DE "L'EPARGNE IMMOBILIERE Ltd."

L'émission de "l'Epargne Immobilière," Société dont nous avions annoncé la formation à Londres au mois d'Août dernier, est définitivement fixée à après-demain jeudi 15 Novembre.

Cette Compagnie, au capital de £100,000, représenté par 24,950 actions de £4 et 10,000 parts de fondateur (fiduciarius) a pour objet principal de construire, dans les quartiers populaires du Caire, des habitations économiques, propres et saines, pour ouvriers, employés et autres personnes de moyens limités. Elle se propose également de construire, dans la banlieue, des maisonnettes avec jardin pour les vendre par paiements échelonnés. Les administrateurs prévoient d'excellents résultats financiers de la construction d'habitations sur du terrain à acheter à bon compte et, mieux encore, sur du terrain pris à bail.

8,500 actions seulement seront offertes à la souscription publique, le solde ayant été soumis par les promoteurs. Une partie de fondateur (fiduciarius) sera allouée à chaque action prise en souscription publique.

On peut, d'ailleurs, se référer pour tous détails au prospectus qui peut être consulté dans nos bureaux ou que nous enverrons sur demande.

Il y a lieu de relever que la Société débute avec l'intégralité de son capital, soit £100,000, tous les frais de constitution et d'émission, évalués à £1,00, ayant été supportés par les promoteurs.

Au reste, la nouvelle Société ayant été constituée sous nos auspices, nos amis peuvent être sûrs que c'est une affaire de tout repos et dont les perspectives sont des plus brillantes.

Bateaux parti :
November 10

L'Express Nile Steamer Co. procédera le mercredi 14 Novembre courant, à 4 h. p.m., au lancement de son bateau-touriste "America" à l'Arsenal du Bahr el-Azma, près du Pont des Anglais à Ghz'ah.

Carnet de l'actionnaire.

Le conseil d'administration de la Cairo Suburban Building Lands Co. a décidé de faire appel pour le 1er Décembre prochain du soldé de £.E.2, restant dû sur les actions de la Société. Par conséquent, cette somme devra être versée à la date précitée aux bureaux de la Société, rue Kasr-el-Nil.

SHIPPING MOVEMENTS.

ALEXANDRIA HARBOUR.

ARRIVALS

November 13.

Congo, French s. Capt. Baretge, Marseilles, Messageries Maritimes.

Perseo, Ital. s. Capt. Domenico, Mersina and Beyrouth, Florio-Rubattino.

November 14.

Belgravian, Brit. s. Capt. Harris, Constantinople and Smyrna, Barker & Co.

Bitinia, Aust. s. Capt. Kamenarevich, Trieste, Giurashevich.

Adalia, Brit. s. Capt. Hannaford, London and Malta, Jamvaco.

Kabira, Brit. s. Capt. Willett, Mersina and Port Said, Khedivial Mail.

DEPARTURES

November 12.

Heathfield, Brit. s. Capt. Fraser, Barry Dock, in ballast.

November 13.

Menzeh, Brit. s. Capt. Freeman, Constanti-nople, in ballast.

Lefkosia, Greek s. Capt. Eliadis, Cyprus.

Reine Olga, Rus. s. Capt. Emericly, Odessa.

Esperanza, Brit. s. Capt. Yeroyanni, Alexan-dretta.

Epaniascos, Greek s. Capt. Coandouris, Braila, in ballast.

Ille de France, French yacht, Capt. Nioglai, Syria.

Arabian, Brit. s. Capt. Price, Manchester.

Beck & Co's Pilsener Beer.

BECK & CO.
Obtainable from every Respectable Firm
IN CAIRO, ALEXANDRIA AND THE SUDAN.
Otherwise apply to

J. FLEURET, H. MICALEF, Sole Agent,
11, Rue Midan, Alexandria.

Eastern Telegraph Co. Ltd.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Tuesday 13th November, 1906.

OUTWARDS.

Between the hours of 10 a.m. and 6 p.m.
(Cairo time)

FROM	MESSAGES HANDED IN AT	
	The Company's Offices	Postal Telegraph Offices
H. M.	H. M.	
London...	21	43
Liverpool...	15	
Manchester...	22	12
Glasgow...	22	
Other Provincial Offices	—	53

ASSOCIATION DES COURTIERS EN MARCHANDISES

Réponse des Primes en Contrats
(Obligatoires entre agences absentes)
du Vendredi 31 Octobre 1906, à 5h. p.m.
Coton F.G.F.B.

RECEIVED	LIBREVILLE
Tal. 16 11/16	16 23/32
" 17 5/8	" 21 1/2
" 17 27/32	" 17 7/8
" 18 5/32	" 18 3/16
" 18 17/32	" 18 9/16
" 18 27/32	" 18 7/8

Graines de coton.—En baisse

Disponible

Ticket

Mit-Afifi—66

Rien

Haute-Egypte,—65

Rien

Blés.—Fermes

Qualité Saidi.—Cond. Saha P.T. 115 à 125

Béhéra " 110 " 125

Fèves.—Sans affaires

Saidi : Disponible.—

Fayoun : Disponible.—

Qualité Saidi. Cond. Saha P.T. 120 à 125

Béhéra " " "

Lentilles.—Soutenues

Disponible : Rien

Cond. Saha P.T. 130 à 135

Orge.—Calmes

Cond. Saha P

Egyptian Delta Light Railways Ltd.

HELOUAN BRANCH.

From the 15th November animal trucks will be attached to all through trains on the Helouan Branch, and an entrance has been opened at South side of Bab-el-Louk Station where animals will be received ten minutes before departure of trains. 28840-3-2

Societe Egyptienne de la Daira Sanieh

NOTICE.

NOTICE is hereby given that the above Company invites tenders for the purchase of its steamer "Pelican," including furniture and fittings.

Offers will be received at the office of the Company, No. 2 Sharia El Bank El Watani, up to Friday the 30th November.

For all information apply to the office of the Company.

V. HARARI PASHA,
28816-4-2 Director General.

Important Notice.

The attention of the public is drawn to the notice published by the Alexandria Municipality a month ago on the subject of the valuation of house property of which the first valuation was made eight years ago.

The Municipality particularly draws the attention of the proprietors to the regulation by which they are required to advise the Administration of all new constructions, additions, or curtailments to their property before the fifteenth instant, under penalty of a double fine.

Administrator
(Signed) W. P. CHATAWAY.
Alexandria, November 12. 28839-3-2

Egyptian State Railways.

NOTICE.

The Egyptian State Railways Administration have the honour to inform the Public that, from Thursday, 1st November, dining car will be attached to No. 6 train leaving Luxor for Shallal at 10.50 a.m., and to No. 5 train leaving Shallal for Luxor at 9.40 a.m., on the following days:

From Luxor every Tuesday, Thursday and Sunday.

From Shallal every Wednesday, Friday and Monday.

Cairo, 1st November, 1906.

G. B. MACAULEY,
28829-2-2 General Manager.

Avis Important

Il est rappelé au public, l'avis de la Municipalité publié il y a un mois au sujet de l'évaluation des immeubles dont la première évaluation a été faite il y a huit ans.

La Municipalité attire tout particulièrement l'attention des propriétaires sur le règlement qui leur prescrit d'avoir à aviser l'Administration de toutes constructions nouvelles, additions ou retranchements à leurs immeubles, avant le 15 courant sous peine de double imposition.

Alexandrie le 12 Novembre 1906.

L'Administrateur
(signé) W. P. CHATAWAY.

Municipalité d'Alexandrie

AVIS

La Municipalité met en adjudication les travaux de cimentage d'une pièce d'eau au Grand Jardin Nourza.

Le cautionnement est fixé à 15% du montant de l'offre.

Le cahier des charges est déposé au Bureau de Nettoyement où il peut être consulté par les intéressés tous les jours de 9 h. à midi, les jours fériés exceptés.

Les offres devront être adressées sous pli cacheté à Monsieur l'Administrateur de la Municipalité, avant le 20 Novembre 1906.

Elles pourront également être déposées en séance de la Délegation le même jour à 5 h. p.m.

L'enveloppe devra porter en outre la mention "Commission pour cimentage d'une pièce d'eau au Grand Jardin Nourza."

Le cautionnement ou le reçu d'une banque, d'après les conditions du cahier des charges, devra être remis séparément au Service de la Comptabilité Générale, avant l'ouverture des offres et au plus tard le 20 Novembre 1906 à midi.

Toute offre qui ne remplit pas les conditions ci-dessus sera écartée.

L'Administrateur
(signé) W. P. CHATAWAY.
Alexandrie, le 12 Novembre 1906. 28837-3-2

Residents

Returning from Europe and who have not hitherto used

HOWIE'S BUTTER

should not fail to give it a trial, before making their winter arrangements.

Address: Shubra Road, Cairo.

24-5-907

Societe Internationale des Employes
D'ALEXANDRIE.

SIEGE SOCIAL RUE SIDI EL METWALLI NO. 30
ET RUE HAMMAN EL ZAHAB NO. 1 AU 1ER ETAGE

BUREAU DE PLACEMENT

Deux employés bons comptables disposant de quelques heures par jour demandent tenir livres de commerce. Bonnes références. Professeur français diplômé, cherche leçons à domicile.

Un professeur d'arabe et de comptabilité d'ondes plus grande établissements d'instruction de la ville désire donner des leçons partielles.

Un jeune homme de 30 ans demande place de caissier.

Une dame connaissant la machine à écrire et la comptabilité désire un emploi.

Comptable expérimenté dans diverses Administrations de Banque, d'entreprise et de commerce, possédant de bons certificats et parlant diverses langues demande un emploi. Il est disposé à donner des leçons, mettre en ordre les livres et les tenir provisoirement.

N.B.—Pour tous renseignements s'adresser au Siège Social de la Société, Rue Mosquée Attarine No. 21.

Le Secrétariat est ouvert tous les jours, excepté les dimanches et jours de fête, de 7 h. 1/2 à 8 h. 1/2 du soir.

Les inscriptions ci-dessous sont faites gratuitement par les soins de la Société et servent les sociétaires peuvent en bénéficier.

"Les personnes qui adressent des demandes à la Société, sont priées de joindre un timbre pour la réponse."

9-4-907

GOUVERNEMENT DU SOUDAN

Concessions de Terrains à Batir
a Port-Soudan

Le Gouvernement du Soudan va prochainement disposer, par voie d'adjudication d'environ 400 parcelles de terrains à batir à Port-Soudan.

Les dites parcelles seront données à bail emphytéotique, pour une durée de 80 années à partir du 1er Janvier 1907, moyennant loyer annuel, à charge pour le locataire de bâti. Le loyer ne sera payable qu'à partir de la date de l'acceptation de l'offre.

Les baux seront renouvelables à perpétuité moyennant un loyer variable fixé à la fin de chaque terme, soit d'accord, soit par arbitrage.

En fixant le nouveau loyer, la valeur des bâtiments élevés par le locataire ne sera pas considérée comme un motif d'augmentation du loyer.

EXEMPLE: Si une parcelle de terrain est louée pour une durée de 80 années à partir du 1er Janvier 1907. Dans ce cas, à l'expiration de ce délai, le locataire aura un droit (à condition d'observer les conditions du bail) d'obtenir un nouveau bail pour une nouvelle période de 80 années, moyennant un loyer modifié, et ainsi à perpétuité.

Le loyer modifié sera calculé sur la valeur du terrain, si l'il était libre de construction.

Des offres sont demandées pour les baux emphytéotiques dont s'agit; ces offres devront mentionner la prime que le soumissionnaire est disposé à payer au comptant en sus des loyers annuels établis pour chacun des lots. La dite prime devra être payée en un seul versement à la signature du contrat de bail.

Toutes offres doivent être faites par soumission, sur les formules dressées par le Gouvernement du Soudan, et doivent être requises à Khartoum avant le 1er Janvier 1907.

Le détail des terrains offerts, le plan de la ville, les conditions de l'adjudication et de la concession, la formule de soumission, spécification du bail, seront à la disposition du Public à partir du 1er Octobre 1906, aux lieux ci-après indiqués, durant les heures de bureau.

Khartoum*—Bureau du Directeur de l'Agriculture et des Terrains (T) et bureau du Gouverneur de la Province de Khartoum.

Le Caire*—Bureau de l'agent du Gouvernement du Soudan (T).

Port-Soudan*—Bureau de l'Inspecteur (Bureau du Gouvernement (T).

Souakin—Bureau du Gouverneur de la Province et de la Mer Rouge.

Wadi-Halfa—Bureau du Gouverneur de la Province de Halfa.

El-Damer—Bureau du Gouverneur de la Province de Berber.

Atbara—Bureau du Directeur du Chemin de Fer.

Alexandrie—Bureau de Mr. Macpherson Grant.

Port-Said—Bureau de F. Dixon Bey, Représentant du Ministère de la Guerre.

Londres—Bureau du Colonel Western, Broadway Chambers, Westminster et le Soudan Court, Imperial Institute.

Suez—Bureau du Capitaine Falconer, Représentant du Ministère de la Guerre.

Pour la commodité des acheteurs éventuels les conditions d'adjudication et de concession ont été traduites en arabe et en français et des copies de ces traductions, dans les deux langues, peuvent être obtenues à partir du 1er Octobre 1906, moyennant paiement de P.T. 5 par copie, aux bureaux mentionnés dans la liste ci-dessous, qui sont suivis d'une lettre majuscule T.

Des informations supplémentaires peuvent être obtenues après publication des documents ci-dessus mentionnés, moyennant demande écrite adressée au Directeur de l'Agriculture et des Terrains, à Khartoum.

* Aux bureaux marqués d'une astérisque, copies des documents pourront être obtenues à partir du 12 Octobre 1906, moyennant paiement de P.T. 5 et un shelling par copie.

BECK & CO'S PILSENER BEER
BREMEN.

FEARS NO HONEST COMPETITION FOR QUALITY

N.B.—Inferior Brands now being offered to

Managers of certain good circles.

Beware of evilly disposed competition running down this very

SUPERIOR BRAND OF BEER!

Notice.

SUDAN GOVERNMENT.

DISPOSAL OF BUILDING SITES
AT PORT SUDAN.

The Sudan Government will shortly dispose by Tender of about 400 Building Sites at Port Sudan.

The sites will be Leasehold held at Annual Rents on Building Lease for Eighty Years from 1st January, 1907. Rents will be payable only from date of acceptance of Tender.

The Lease will be Perpetually Renewable at Revised Rents fixed in default of Agreement by Arbitration at the end of each term of years.

In fixing the revised rents the value of Buildings erected by Lessees will Not be regarded as a ground for Increase of Rent.

Example: If a plot is leased for a term of 80 years from 1st January 1907 then on the expiration of that term the Lessee will have a right (subject to observance of his covenant etc) to obtain a fresh lease for a further period of 80 years at a revised rent, and so on in perpetuity. The revised rent will be calculated on the value the site would bear if it were vacant building lands.

Offers are invited of Premiums for the Purchase of the above mentioned leasehold sites.

All offers must be made by Tender, on the forms issued by the Sudan Government, and must be received at Khartoum not later than 1st January 1907.

Particulars of the sites offered, Plan of the Town, Conditions of Tender and Sale, Form of Tender, specimen Form of Lease, etc., will on and after October 1st 1906 be open to inspection at the following places during the usual business hours:

Khartoum: *Office of Director of Agriculture and Lands (T) and Office of Governor of Khartoum Province.

Cairo: *Office of Sudan Agent (T).

Port Sudan: Office of Inspector (Government Office) (T).

Suakim: Office of Governor of Red Sea Province.

El Damer: Office of Governor of Berber Province.

Atbara: Office of Director of Railways.

Alexandria: Office of Mr. Macpherson Grant.

Port Said: Office of Dixon Bey, War Office Representative.

London: *Office of Col. Western, Broadway Chambers, Westminster, and the Sudan Court, Imperial Institute.

Suez: Office of Capt. Falconer, War Office Representative.

For the convenience of intending purchasers the Conditions of Tender and Sale have been translated into Arabic and French and copies of the translations into either language will be obtainable after 1st October 1906 on payment of 5 P.T. per copy at the Offices in the above list which are distinguished by a capital T.

Further information will be obtainable after the publication of the above-mentioned documents on application in writing to The Director of Agriculture and Lands, Khartoum.

*Copies of the Documents will be obtainable after 1st October 1906 on payment of 5 P.T. or 1 Shilling per copy at the Offices marked with an asterisk.

Apply to

Administration des Chemins de Fer
de l'Etat Egyptien

AVIS

L'Administration des Chemins de Fer de l'Etat a l'honneur de porter à la connaissance du Public qu'à partir du 1er Décembre 1906, la nouvelle halte d'Abou-Ghaleb, sis au kilom. 44 entre Katta et Wardan, sera ouverte pour le service des voyageurs et des marchandises.

Le Caire, le 10 Novembre 1906.

28831-2-2

AVIS

L'Administration des Chemins de fer de l'Etat a l'honneur d'informer le Public que l'admission des apprentis aux Ateliers des Chemins de Fer sera gratuite, jusqu'à nouvel avis, c'est-à-dire qu'elle se fera sans paiement de la prime de L.E. 5 préalablement fixée.

La durée de l'apprentissage sera de cinq années et le salaire pendant cette période sera comme suit :

Pour les six premiers mois sans paie

Pour les six mois suivants 20 m/m par jour

Pour la seconde année 40 , "

Pour la troisième année 50 , "

Pour la quatrième année 60 , "

Pour la cinquième année 80 , "

Les apprentis ne doivent pas être âgés de moins de 14 ans, ni de plus de 16.

Ils doivent, avant d'entrer, être examinés par un médecin de l'Administration et passer un examen de lecture, d'écriture et d'arithmétique élémentaire.

A l'expiration de la durée de l'apprentissage, il sera considéré comme employé à la journée et promus suivant leur mérite.

Le Caire, le 10 Novembre 1906. 28820-2-2

Cheap Prepaid Advertisements.

Under this heading advertisements are inserted at the following rates:—

ONCE 3 TIMES 6 TIMES

15 words P.T. 5 P.T. 10 P.T. 15

BOURSE DU CAIRE

Le Caire, le 13 Novembre 1906.

Banques	Actions	Émissions
Agricultural Bank of Egypt	£ 9 1/2%	940
Banque d'Athènes	Frs. 146	
National Bank of Egypt	£ 27 3/4	
Cassa di Sconto	Frs. 241-242	
" Nouv. Emis.	Frs. 256	
Land Bank	£ 8 1/2-9	75
Comptoir Financ. & Comm.	£ 6 1/2 ex	53 ex
Banque d'Assyrie	£ 5 1/2%	
Banque d'Orient	Frs. 155	

Chemins de Fer

Alex. & Ramleh Railway	£ 7
oblig. 5 0/0 £ 102	
Delta Light Railway	£ 11 1/2-12
Lots Turcs obligations	Frs. 150

Sociétés des Eaux

Alexandria Water Company	£ 13 3/4
Eaux du Caire part capital Frs. 123	271-2
Eaux de Tanta	£ 8 3/4 n.

Sociétés Foncières

Dairi Sanieh Nouvelle	£ 17 1/2%
Credit Foncier Egyptien	Frs. 780-781
Credit Fon. ob. 3 1/2% à Lots Frs. 338-339	970
Cr. Foncier ob. Nouv. Emis. Frs. 272	
Cr. Foncier ob. 3 1/2% 0/0 Frs. 500	
Soc. Agricole & Ind. 5 0/0 Frs. 950	1190
Société Agricole & Ind. 4 0/0 Frs. 515	
Caisse Hyp. d'Egypte	Frs. 555
Société Anonyme du Behera L.E. 44	1250
Ste An. du Behera obligat. L.E. 5	
Société Foncière d'Egypte L.E. 31	
Delta Land Company £ 4 1/2%	
Wardan Estate £ 7 1/2-8	8 1/2
Nile Land £ 17 1/2%	80 n.
Egyptian Estates Limited £ 2 1/2	16
Union Foncière £ 6 1/2%	23
Anglo-Eg. Land Allotment L.E. 4 1/2% P.T. 171	
Gharbieh Land L.E. 3 1/2% L.E. 2 1/2	

Sociétés Immobilières

Cie. Immobilière d'Egypte Frs. 380	740
Agricole du Nil Frs. 276	8 1/2
Improvements Corporation £ 6 1/2	
Enterprise & Development L.E. 12 1/2	22 3/4
Urbaines et Rurales £ 6 1/2	15
Entreprises Im. et Travaux L.E. 4 1/2% P.T. 98	

Sociétés Industrielles

Anglo-Eg. Spinning £ 0 7/8	2 1/2
Crown Brewery d'Alex. Frs. 216-220	122
Crown Brewery du Caire Frs. 135	74
Egyptian Cotton Mills £ 7/8	
Egyptian Salt and Soda £ 26	
Ste des Ciments d'Egypte Frs. 73	16-17
Sucreries et Raffinerie Frs. 29	
Ibrahim Ploughing Co. £ —	
Port Said Salt Association £ 16	
Nile Cold Storage £ 0 1/2%	
Egyptian Markets £ 27-6-27/9	

Navigation a Vapeur

Anglo-American Nile £ 6	
Khedivial Mail S.S. £ 4 1/2	42-43/5
Menzah Canal & Nav. Co. L.E. 3 1/2 P.T. 108	
Express Nile Steamers Frs. 4 1/2 P.T. 100	

Hotels

Nungovich Hotels £ 18 1/2	
Nungovich Hotels Nouv. £ 18 1/2	
Egyptian Hotels £ 7 1/2	
National Hotels L.E. 4 — P.T. 73	
Upper Egypt Hotels L.E. 5 1/2	
Splendid Hotels L.E. 4 1/2	
Excelsior Hotels L.E. 4 1/2	1 1/2

Tramways

Tramways d'Alexandrie Frs. 189	339
Tramways du Caire Frs. 600	1022

Valeurs diverses

Bourse Khédiviale du Caire £ 154	
Egyptian Investment £ 1 1/2%	
Société Egyp. d'Irrigation £ 16	
Corporation of W. Egypt £ 1 1/2%	
New Egyptian Company £ 33/6-33/9	
Land & General Trust £ 1 1/2%	
Egypt. Trust & Investment £ 1 1/2%	
Soc. Frigorifique d'Egypte L.E. 4 1/2%	
Walker & Meimarakhi £ 0 1/2%	
Automobiles du Caire £ 5 1/2%	
Egyptian Constructions £ 1 1/2	9 1/2

LONDON STOCK EXCHANGE

Prices on Tuesday, November 6.

Abyssinia Bank ...	1 1/2 @ 1/2 dis
Agricultural Bank ...	9 1/2 — 1/2
Preferred ...	9 1/2 — 1/2
3 1/2% Bonds ...	89 — 90
Anglo-Egyptian Bank ...	— 1/2
Central Egypt Exploration Co. ...	— 1/2
Credit Foncier d'Egypte ...	— 1/2
Corporation of Western Egypt ...	— 1/2
Daira Sugar 4 0/0 Debentures ...	2 1/2 — 1/2
Daira Sanieh Ordinary ...	17 1/2 — 1/2
Deferred ...	97 — 99
Delta Preference ...	12 — 1/2
Deferred ...	10 — 13
Delta Lands ...	4 — 1/2
Egyptian Estates ...	2 1/2 — 1/2
Estates Deferred ...	15 — 16
Egyptian Mines Exploration Ltd. ...	3/ — 1/2
Trust and Investment ...	1 1/2 — 1/2
Land and General Trust ...	2/ — 3/2
Options ...	1 1/2 — 1/2
Eridia ...	— 1/2
Fatira ...	— 1/2
Khedivial Mail S.S. Company ...	1 1/2 — 2 1/2
Land Bank of Egypt ...	9 — 1/2
Mysore Reefs ...	1/ — 2/
New Egyptian Company ...	1 1/2 — 1/2
National Bank ...	27 1/2 — 1/2
Nile Valley ...	4/6 — 5/6
Block "E" ...	— 1/2
North Nile Valley ...	1/ — 2/
Salt & Soda ...	1 1/2 — 1/2
Sudan Exploration ...	2/6 — 3/6
Sudan Gold ...	— 1/2
Um Rus Gold Mine ...	— 6/
United African Exploration ...	1 1/2 — 1/2
Union Fonciere d'Egypte ...	6 1/2 — 1/2
Egyptian Investment & Agency ...	— 1/2
Egyptian Markets ...	— 1/2
Egyptian Sudan Mines ...	1 1/2 — 1/2

GRAINES DE COTON

Prix du disponible du 3 au 9 nov. 1906

HAUTS-EGYPTE	MIT-AFIFI
Le 3 P.T. 67 —	P.T. 68 —
4 " 66 1/2	67 1/2
5 " 66 —	67 —
6 " 67 —	68 —
7 " 67 —	68 —
8 " 67 —	68 —
9 " 67 —	68 —

RAMLEH RAILWAY COMPANY

RECETTES		
du dimanche 4 novembre au samedi 10 nov. 1906		
Billets	Abonnements	et divers
L.E.	L.E.	L.E.
Année courante	849	6
" dernière	708	144
Augmentation	141	6
		53
		200
du 1er octobre 1906 au samedi 10 novembre 1906		
Billets	Abonnements	Carnets
L.E.	L.E.	Totaux
Année courante	5381	1323
" dernière	4778	951
Augmentation	603	372
		1166

ALEXANDRIA TRAMWAY COMPANY

du dimanche 4 novembre au s		